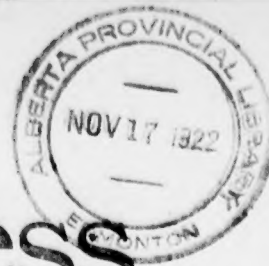


# The Lomond Press



VOL. 7 NO. 14

LOMOND, ALBERTA, FRIDAY, NOV. 3, 1922

\$1.00 PER YEAR

## LOCALETS

The next meeting of the Ladies' Aid Society will be of a social nature and will be held at the home of Mrs. A.R. Hanna on Wednesday evening, Nov. 15th. Those desiring to attend will meet at the home of Mrs. Temple at 7:30 p.m. and transportation will be amply provided for conveyance of the ladies there and back.

J. A. Tibbitts has given up the Kimondale post office and that district is without a direct mail service. It is probable that the Amethyst office will be revived and opened at the home of Frank Hill.

T. J. Armstrong of Midway is enjoying a visit from his brother who recently came up from Spokane, Wash.

Dr. J. S. McPherson has been requested by the Department of Health to take charge of the indigent sick in Local Improvement District No. 156 which lies to the north of the Municipal District of Clifton and also to serve in the same capacity in the north half of L.I.D. No. 126 which embodies townships 15 and 16 in ranges 17 and 18. It might also be mentioned that Dr. McPherson now has the night long distance connection on the Taber-Brooks line.

The regular meeting of the Lomond Local U.F.W.A. was held on Thursday, Nov. 2nd., at the home of Mrs. E. Benson, ten members and three visitors being present. It was decided to hold the election of officers at this meeting as the weather might not prove favorable for a good attendance at the December meeting. Following are the results of the election:

President, Mrs. E. Benson.

Vice-Pres., Mrs. F. Newton.

Sec. Treas., Mrs. H. Burne.

The next meeting will be held at Mrs. H. Burne's on Dec. 7th.

The Municipal District Council has been spending its government grant for road work and allowing a few of the ratepayers to work out a percentage of their current taxes, most of the work being done on the outlying roads. The Department of Public Works has also been spending a tidy bit of acceptable cash among the settlers in the unorganized townships. To an outsider it must certainly appear ambiguous to see real building undertaken in a dry area from which the settlers are expected to move to a new

homestead district. The general consensus of opinion as expressed by those with whom The Press has held conversation does not credit the promoters of the scheme with any brilliant originality. Pioneering holds scant attractions to those who have pioneered once, particularly in a drouth area like this.

L. A. McGillavry with his engineering camp of twenty-seven men is now established in the Doane and Bowers houses in Lomond, from where they are working on the last corner of the final survey on the Retlaw-Lomond irrigation project. In the camp are five field parties, each with a Ford service car, a drafting staff and two oriental cooks. The men are on the way to work by seven o'clock in the morning and the general industrious spirit of the camp is rather a shock to those who always look upon a "government job" as being a soft snap. It is rather interesting to look over the drafts of the completed work and learn how contour affects the aim of conducting water to the required area. It is hoped to complete the field work in three weeks time.

The Surveyors have announced the holding of a dance in Vickers' Hall on Wednesday, Nov. 15th. They have secured the Anderson Bros. orchestra to provide the music and will serve refreshments. It is up to

the local people to step in and provide a social welcome to the boys camped here.

The entire Consolidated School staff attended the convention of teachers from Inspector McKenzie's district held in Bassano on Friday. Miss Pederson went from Bassano to her home at Winnifred for the holiday, Miss Ball going to Calgary. Mrs. Steeves of Yetwood and Miss Shorrocks of Burnetta also attended the convention.

Principal Hamilton enjoyed a visit over the holiday from his father, mother and sister, who drove out from Lethbridge for the occasion.

The Misses Asselstine spent the week-end in Calgary.

J. H. T. McLean went to his home at Nanton for Thanksgiving, V. McLeod accompanying him as far as Vulcan on his way to Calgary for the same festive occasion.



## REDUCED FARES

to

## CALGARY

for the

## Alberta Winter Fair

GOING DATES, Nov. 4 to 10, 1922, and for trains arriving Calgary not later than 2:00 p.m. Nov. 11, 1922.

RETURN LIMIT, November 13, 1922.

Information and tickets from—

A. J. DILLEY,

Ticket Agent, Lomond.

4 <sup>1</sup>/<sub>2</sub> %

Thrift



Way

Savings  
Certificates

☛ Purchase Province of Alberta "Demand Savings Certificates."

☛ They bear interest at the rate of 4 <sup>1</sup>/<sub>2</sub> per annum.

☛ They are issued at par in denominations of \$5, \$10, \$25, \$50, \$75, \$100, \$1,000 and \$10,000.

☛ They are redeemable at par on demand at the office of the Deputy Provincial Treasurer.

☛ They are backed by all the Resources of the Province of Alberta.

Remittances should be made by marked cheque, money order or postal note. All cheques receivable at par. For further particulars, write or apply to

HON. H. GREENFIELD,  
Provincial Treasurer.

W. V. NEWSON,  
Deputy Provincial Treasurer.

# WINTER ON THE Pacific Coast Vancouver - - - Victoria New Westminster

EXCURSION FARES on sale December 5-7-12-14-19-21-26-28, 1922; and January 2-3-9-11-16-18-23-25, 1923, and February 6th and 8th, 1923, only.

RETURN LIMIT April 15th, 1923.

STOP-OVERS within transit limit.

TWO TRAINS DAILY ON THE

## Canadian Pacific Railway

For information, tickets and sleeping car reservations, apply to—

A. J. DILLEY, Ticket Agent, Lomond.



## REDUCED FARES to Eastern Canada

On Sale December 1, 1922, to January 5, 1923.

Final Return Limit, Three Months.

Stop-overs Allowed.

Also Low Round Trip Fares to St. John, N.B., and Halifax, N.S., in connection with Ocean Steamship Tickets.

## Home Visitors Excursion Fares to

Minneapolis, Minn.	Des Moines, Ia.
St. Paul, Minn.	Sioux City, Ia.
Duluth, Minn.	Marshalltown, Ia.
Milwaukee, Wis.	Fort Dodge, Ia.
Chicago, Ill.	Kansas City, Mo.
Cedar Rapids, Ia.	St. Louis, Mo.
Council Bluffs, Ia.	Omaha, Neb.
Watertown, S.D.	

On Sale December 1, 1922, to January 5, 1923.

Return Limit, Three Months.

Tickets good in Standard or Tourist Sleepers on payment of the regular berth fares. Plan your winter trip now and travel in comfort on the—

## Canadian Pacific Railway

For information, tickets and sleeping car reservations apply to—

A. J. DILLEY, Ticket Agent, Lomond.

BOW CITY COAL, \$4.00 at the Mine---

C. R. WESTGATE, Manager.

Kleenbirt Collieries, Ltd.

## THE PRESS OFFERS CLUBBING RATES WITH

The Family Herald and Weekly Star.  
The Free Press and Prairie Farmer.  
The Grain Growers Guide.

and Several Other Publications.

## EYREMORE CIRCUIT

Rev. C. G. Hockin, B. A., B. D., of Bow Island, who visited Eyremore circuit on Sunday, October 29th, on the occasion of the 14th anniversary of the opening of the work in Eyremore and vicinity. He was greeted by congregations larger than the average and his messages were well received.

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The next visit of Rev. N. W. Whitmore to the appointments of First Chance and Adler will be Sunday, November 12th. No one regrets more than the pastor that the services have to be made only one in two weeks, but the work on Bow Slope requires his presence every fortnight as well. Watch the Lomond Press for dates of services and keep the Sundays in mind for attendance at divine worship.

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E. R. Barnett has been laid up with a severe attack of tonsillitis.

o o o

Einer Kyllingstad has joined the staff at the Corner Store.

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C. W. Bly has leased the Vern Davies farm south of town and has moved there with his family in order to take advantage of the school privileges.

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The Home Grain Co. is closing its Lomond elevator and Vern Davies is leaving for Rochester, Minn., to visit his little daughter.

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The United Grain Growers are not declaring any dividends this year. At that they have nothing on the Lomond Press, to say nothing a numerous grain growers we know that are not united.

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The Lomond Sunday School will re-open on Sunday, Nov. 12th, at 2:30 p.m.

## Railway News

Montreal—It was announced at the head office of the Canadian Pacific Railway at Windsor Street Station here, that free transportation would be granted by that Company to all relief supplies for the sufferers from forest fires in Northern Ontario when consigned to the Cobalt Relief Commission, at Cobalt, Ontario. These supplies will be accepted by the railway at any point on the Canadian Pacific system, and will be rushed forward without delay.

Winnipeg—From September 1 to October 5, the C.P.R. has marketed 68,272,864 bushels of grain, according to a statement issued at the local offices. During the same period 35,484 cars were loaded, which is the equivalent to 51,180,720 bushels. The previous highest figures recorded were in 1915, when the company marketed 52,623,000 bushels and loaded 22,472 cars, which is equal to 29,827,760 bushels.

Penticton—After more than a quarter of a century of service on Canadian Pacific boats on British Columbia inland waters, Capt. George Robertson made his last trip on Saturday, and when the Sicomus tied up at the Penticton dock that evening the captain passed down the gangplank for the last

time in an official capacity.

Captain Robertson is from now on a fruit rancher, and he proposes to lead the simple life on the ten-acre property which he purchased on The Bench three or four years ago.

His career in marine circles in British Columbia is a lengthy and honorable one and dates back nearly forty years.

Halifax—The many friends in Halifax and Dartmouth will be pleased to learn of the success of Edward Everett Beck, formerly of Dartmouth, but now residing in Vancouver. He has just been appointed manager to the Hotel Vancouver. Mr. Beck is a son of Mrs. Beck-Ledford, Dartmouth. He has three brothers, Charles A., Dartmouth; Harry, Middle Musquodloit, and Archibald in Winnipeg.

Going to Vancouver from Halifax, where he was a stockbroker, Mr. Beck has seen the Hotel Vancouver grow from a small brick building to the present fifteen storey fireproof structure.

Famous men and women from all parts of the world have been cared for by the smiling official during his service with the company.

Winnipeg—September records of the handling of the season's crop afford a remarkable demonstration of efficiency in grain handling by railroads, elevators and by the human element that plans and directs. Compared with other years the September movement far surpasses all previous records. All over the west long trains are carrying the movement of wheat to the lake front and thence to the markets of the world.

Feeding the transportation routes are thousands of thrashing outfits which during the recent fine weather have been operating in every district from early morning until dark.

A summary of the Winnipeg inspections shows the magnitude of the movement as compared with 1921:

	Sept. 1-22, 1921	Sept. 1-22, 1922
Cars of wheat.....	23,241	26,756
Cats .....	915	1,599
Barley .....	2,061	1,633
Flax .....	52	89
Rye .....	2,027	469
Total .....	44,356	30,463

Calgary, Alta.—Many farmers in the irrigated districts in southern Alberta have every reason to be satisfied with the result of their season's work, according to C. H. Hutten, superintendent of the agricultural and animal industry branch of the Canadian Pacific Department of Natural Resources in Calgary, who has returned after a visit to that section of the province. The yield of wheat has turned out most satisfactory, in some cases averaging thirty-seven bushels to the acre. One man in the Cardale district had realized a net profit of \$8,000 from 425 acres.

In the Vaughan district one of the farmers had informed Mr. Hutten that he numbered his flock with 100 sheep, 2,000 lambs and from twenty-five to thirty head of cattle, and that he would have even then 20 tons of hay for sale from one section of land. Incidentally Mr. Hutten mentioned that the feeding of the lambs under contract in the irrigated districts was being considerably extended this year. The business promised to provide a most satisfactory market for alfalfa hay and coarse grain, and to involve a relatively small risk, inasmuch as it was possible to contract lambs now for spring delivery. The profits from that line of work he said were in marked contrast to those which were realized even under the best of conditions in the growing of grain alone on irrigated land.